

EX PARTE OR LATE FILED



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EX PARTE

January 13, 1999

Ms. Magalie Roman Salas, Secretary
Federal Communications Commission
The Portals
445 12th Street, SW, TW-A325
Washington, D.C. 20554

RECEIVED

JAN 13 1999

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

RE: CC Docket Nos. 96-262, 94-1 and RM 9210

Dear Ms. Salas:

Yesterday, representatives of Sprint Corporation met with Bill Rogerson, Chief Economist and Pat DeGraba, Deputy Chief Economist, to discuss Sprint's position in the above referenced proceedings. Representing Sprint Corporation were Jay Keithley, Jim Sichter and Pete Sywenki.

Sprint requests that this information be made a part of the record in this matter. Five copies of this letter, in accordance with Section 1.1206(a)(1), are provided for this purpose. If you have any questions, please feel free to call.

Sincerely,

A handwritten signature in black ink that reads "Jay C. Keithley".

Jay C. Keithley

Attachment

cc: Tom Power

Sprint's Access Reform Proposal

Objective: Reduce interstate access charges to Forward Looking Economic Costs (FLEC)

Method:

- ◆ Maintain 6.5% productivity factor.
- ◆ Apply full annual reduction only to rate elements above FLEC.
- ◆ Cap CCLC revenues at growth in access lines.
- ◆ Focus current price cap performance review proceeding on identifying FLEC levels and determining appropriate transition.



Benefits of Sprint's Access Reform Proposal

◆ IXC's

- ❖ Access rates will come down faster than under the existing 6.5% productivity plan.
- ❖ TS access rates will be reduced to FLEC faster than under proposals to increase the productivity factor.

◆ LEC's

- ❖ Provides reasonable transition to FLEC.
- ❖ Ensures that access rates are not driven below FLEC.

◆ Consumers

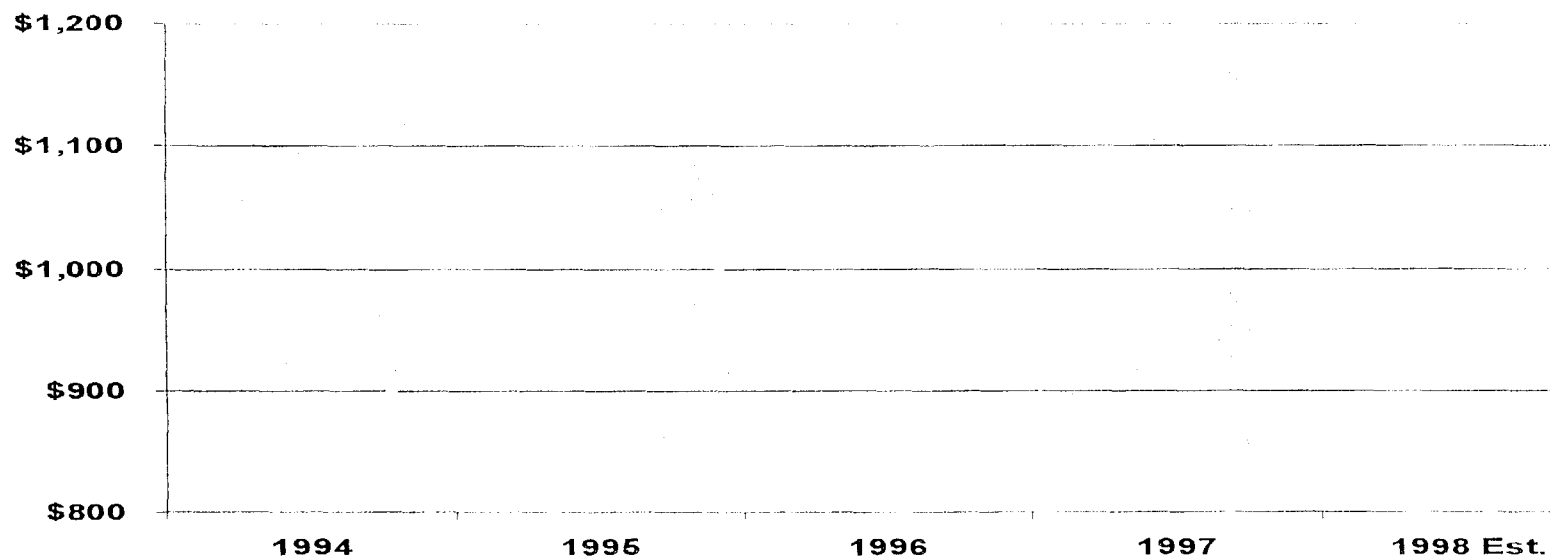
- ❖ Accelerated decreases in TS access rates will allow greater interstate toll rate reductions.



Sprint

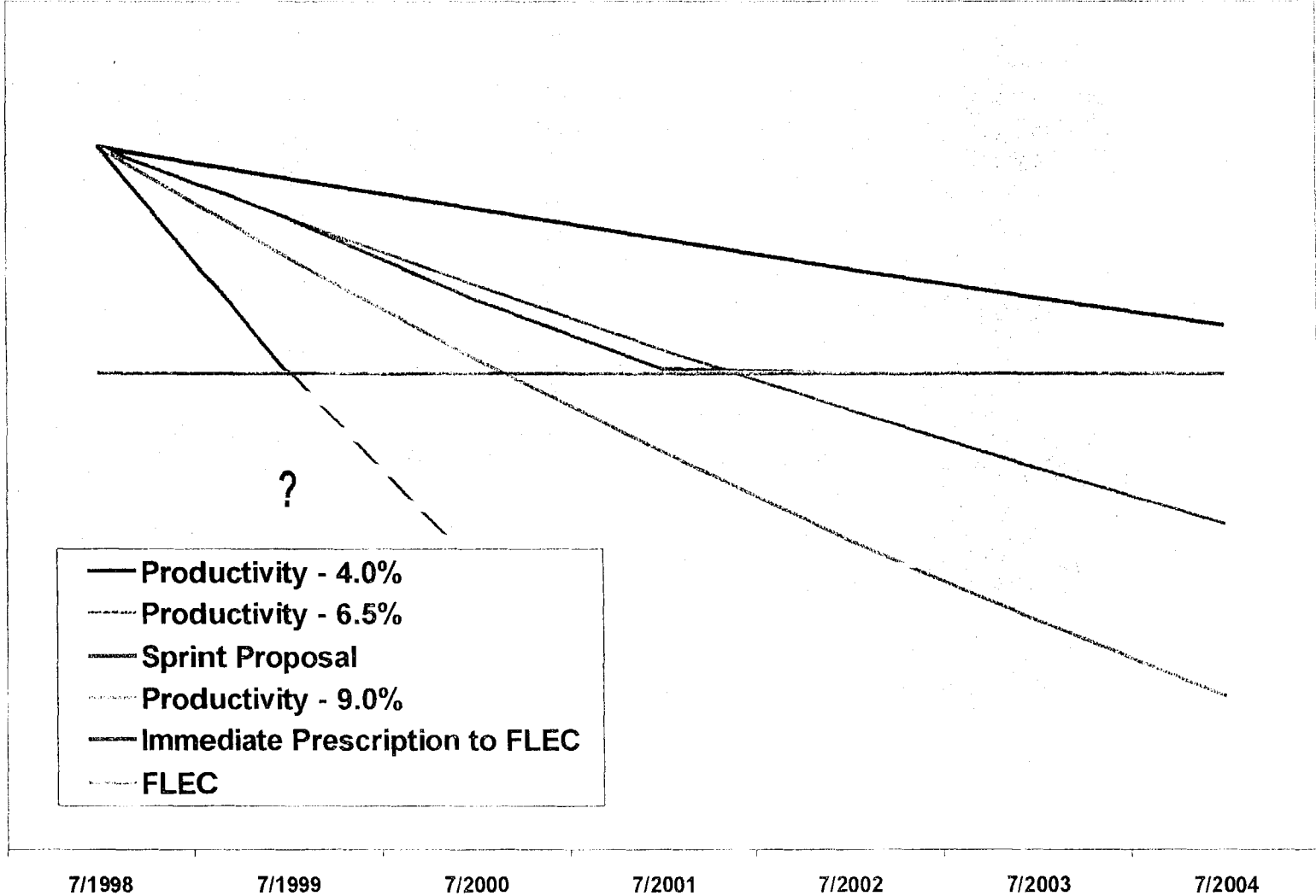
Interstate Access REVENUES

(\$ in Millions)

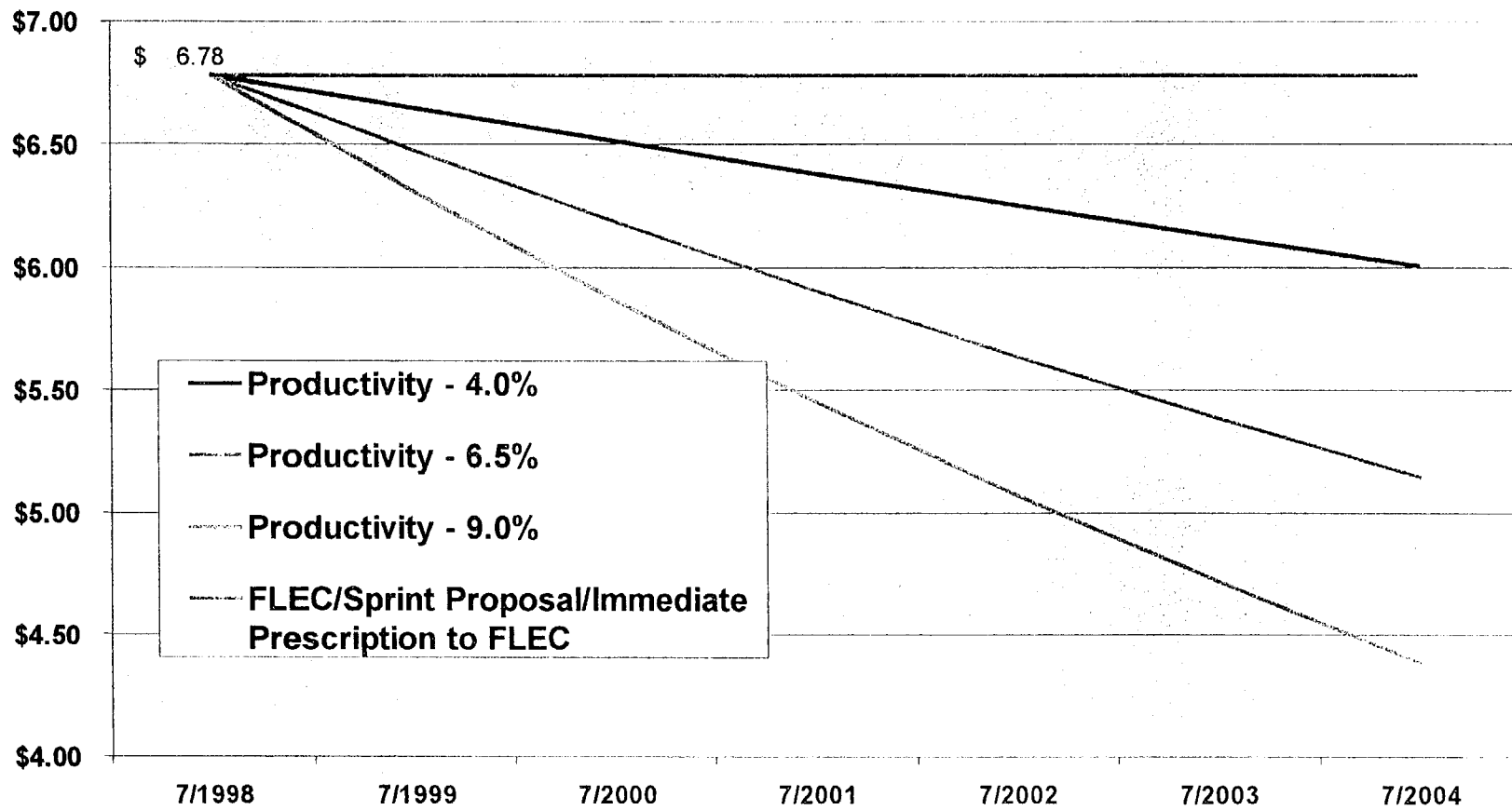


	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998 Est.</u>
Revenues	879.6	953.3	1,062.9	1,091.0	1,095.4
		8.39%	11.50%	2.65%	0.40%
MOUs	16,303	17,644	19,631	20,914	22,641
		8.22%	11.26%	6.54%	8.25%
Access Lines	71,332	75,338	78,930	84,006	88,837
		5.62%	4.77%	6.43%	5.75%

Price Cap LECs Interstate Access Rates



Price Caps LECs
Average Revenue per Line
For Non-Traffic Sensitive (NTS) Elements*

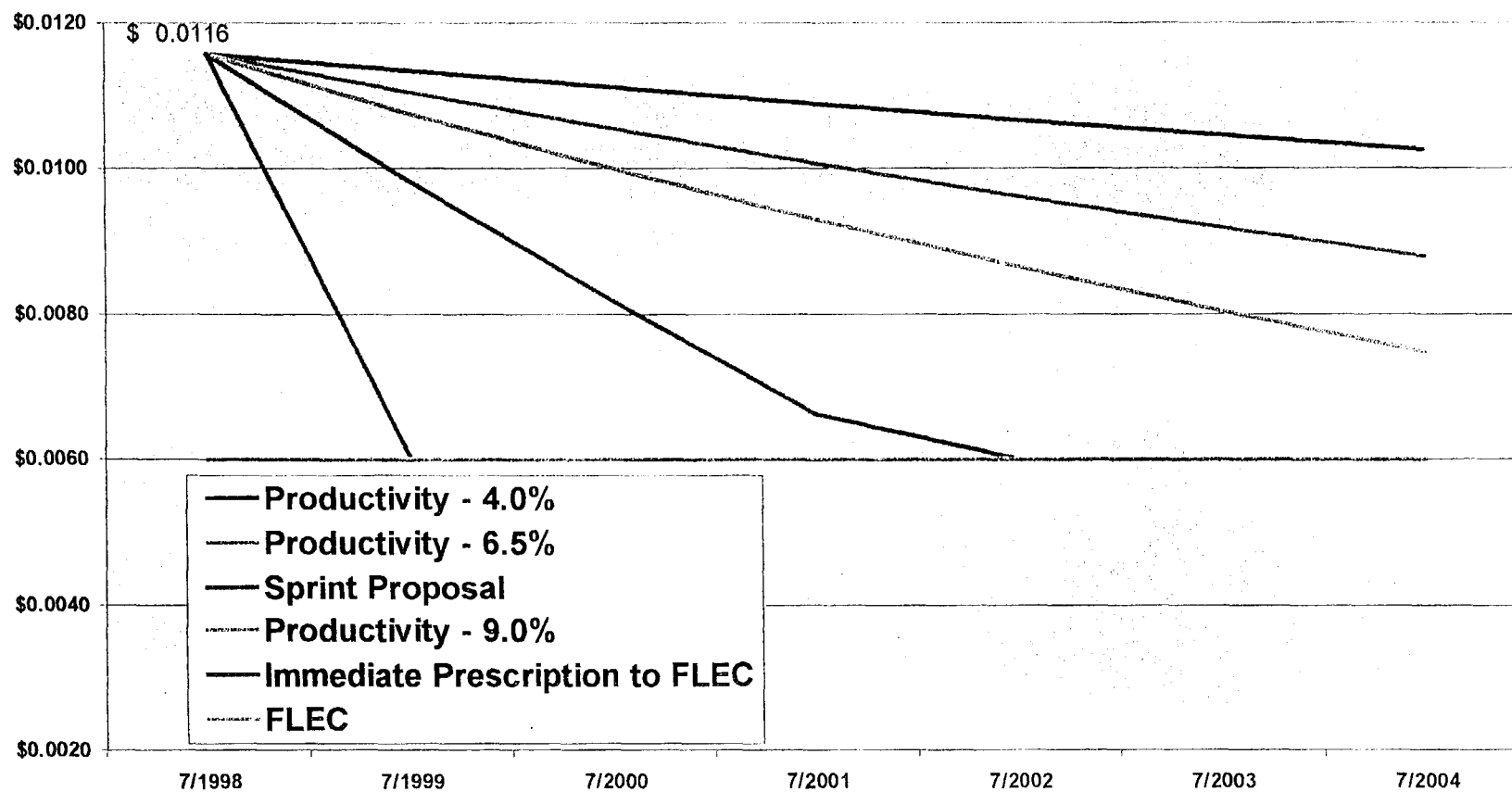


* Loop, NTS Switching, and Marketing Expense

Price Cap LECs

Revenue per Minute

For Traffic Sensitive Elements*



* Local Switching and Switched Transport